



Highlights of the 2019 State Report on Transportation

Larry Hogan, **Governor** | Boyd K. Rutherford, **Lt. Governor** | Pete K. Rahn, **Secretary**



**"Maryland is open
for business!"**

A Welcome Message from Governor Larry Hogan

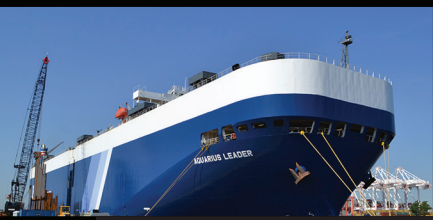
Maryland's transportation system is an economic driver for our State and our Administration has made the commitment to ensure this system is the best in the nation. It is critical that Maryland develop and maintain a transportation system that gets millions of users to their destinations efficiently and safely. Through a commitment of \$16 billion in transportation projects across the State, Maryland is improving the travel experience whether you drive, walk, ride, cruise, or fly. Through transportation investments from the Eastern Shore, such as MD 404, to western Maryland, such as I-81 and US 219, we are creating a safer, more efficient transportation network for all riders.

I am excited about the Traffic Relief Plan that would add new express lanes to I-270, I-495 (Capital Beltway), and MD 295 (Baltimore-Washington Parkway) in the Washington area, leaving the existing lanes untolled. These managed lanes will provide drivers with the choice to pay for a quicker trip, simultaneously reducing delays for those who choose to stay in the existing free lanes. The Traffic Relief Plan in the Baltimore area will extend the Express Toll Lanes (ETLs) on I-95, reconfigure the interchange between I-695 (Baltimore Beltway) and I-70, and improve I-695 through innovative congestion relief efforts. These improvements to our most congested roadways are critical to spur increased economic development and restore quality of life for countless Marylanders who have been negatively affected by years of traffic congestion. Our Administration continues to pursue a balanced approach to address transportation demands, including the construction of the Purple Line transitway project in Montgomery and Prince George's Counties and Baltimore's recent completion of BaltimoreLink. We have also dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA) along with Virginia and Washington, D.C.

Maryland is generating increased interest from national and international transportation users. This past year, the Helen Delich Bentley Port of Baltimore experienced record growth in cargo due to our ability to now handle larger container vessels as well as other improvements. The Baltimore Washington Thurgood Marshall Airport also continues to serve an ever expanding group of passengers who are drawn to the enhanced amenities at the Airport and the ease passengers experience flying in and out of Maryland.

MDOT continues to ensure the transportation system operates efficiently through participation in our Administration's Customer Service initiative that includes improvements in the way MDOT provides the highest quality customer service. Making E-Z Pass transponders free will put \$46 million back in Marylander's pockets. We also reached an incredible milestone for our State when the Coordinated Highway Action Response Team (CHART) assisted its 1 millionth driver on Maryland highways in January 2018.

Our Administration has gained momentum through the achievements we have made in roadway, transit, airport and port with 816 MDOT projects underway at \$8.8 billion. We are making it easier for our citizens to do business in Maryland and benefitting their daily commutes as well as affecting the State's economy. We will continue to be a place where people want to live and do business because we have a first-rate transportation system.



A Message from Secretary of Transportation Pete K. Rahn

Over the past three years, the Maryland Department of Transportation (MDOT) has delivered substantial improvements to our transportation system due to the commitment and support of Governor Hogan. As Maryland continues to grow and prosper, we are committed to actively address future transportation challenges. We are now in the second year of the largest construction program in MDOT's history and making great strides with new roads and bridges that are reducing congestion and improving safety. Most notably, over the past three years, Maryland has rehabilitated all 69 bridges that were identified as structurally deficient in 2015.

At MDOT, we provide a balanced approach to transportation. This includes the implementation of the Governor's Traffic Relief Plan, the BaltimoreLink improvements and the implementation of the Purple Line. Of course, we continue to promote the Commuter Choice Maryland program, helping you find opportunities to work with your employers to promote rideshare, telework, flexible work hours, etc. Every day we make progress toward our goal of a transportation system that not only meets, but exceeds the expectations of the traveling public due to the hard work and dedication of the MDOT employees.

Safety is an important focus for MDOT. After several years of decline, we are now seeing increases in the number of traffic related fatalities on our roadways. We all must commit to traveling more safely on Maryland's roadways.

MDOT strives to make our transportation system the best in the nation, as this also improves our economy. Technological advances will play a key role in shaping our transportation system in the future, whether it is through drone technology, connected and automated vehicles, electric vehicle infrastructure, or new ways to move through the transportation system.

At the heart of all that we do is the customer – those millions of people who use our transportation system every day. We want to continue to make that a positive experience. The Consolidated Transportation Program (CTP) outlines how we hope to meet the demands on the transportation system. We hope you take the time to review the CTP and provide your input.

Pete K. Rahn



MISSION STATEMENT

“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.”

Who is MDOT?

The Maryland Department of Transportation (MDOT) is unique among state DOTs in its ability to deliver a comprehensive transportation system and experience to the people and businesses it serves. MDOT houses all of the State's transportation agencies in one organization, ensuring the interconnectivity of State highways, toll facilities, transit, aviation, ports, and motor vehicle and driver services. Implementation of MDOT One Stop Shop (mdotonestopshop.maryland.gov), a website that puts transportation network information in one central location, enhanced this interconnectivity. The website serves to improve user experience in all modes of transportation and to make MDOT information more accessible to the public.

This organization is ONE MDOT instead of six separate entities; one Department with everyone working together towards the mission of ensuring that the Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities. The MDOT Secretary serves as Chairman of the Maryland Transportation Authority (MDTA), which owns, operates and maintains the State's eight toll facilities. While the Washington Metropolitan Area Transit Authority (WMATA) is not part of MDOT, the Governor appoints two Maryland WMATA Board members and MDOT staff work closely with those appointees and the other Board members to ensure efficient and effective transit services in the metropolitan Washington region.

The MDOT manages the State Transportation Trust Fund, which gives Maryland the flexibility to fund priority transportation needs that support a balanced statewide multimodal transportation system. This capability provides economic benefits to the entire State, creating jobs, expanding opportunities, and advancing transportation plans, programs, and projects that will improve our transportation system and the quality of life for Marylanders. Toll revenues fund MDTA and not the Transportation Trust Fund or General Funds.

MDOT – Continuing A Tradition of Quality

MDOT was recognized by the Maryland Quality Initiative (MdQI) in 2018 for its commitment to quality as the recipient of 14 Awards of Excellence given to transportation professionals for planning studies, programs and construction projects completed in 2017. For the past 25 years, MdQI has served as a forum to bring public and private sector partners together with a shared vision of improving Maryland's transportation system. The MDOT Maryland Aviation Administration (MDOT MAA) received two awards for a connector project between Concourses C and D and a new security checkpoint at BWI Thurgood Marshall Airport. The MDOT State Highway Administration (MDOT SHA) received an award for its project to replace the deck (riding surface) on the MD 546 Bridge over I-68 in Garrett County.





Safety is First at MDOT

MDOT Employees Sign Safety Pledge

Secretary Pete Rahn issued a challenge to the more than 10,000 MDOT employees to take the traffic safety pledge and agree to follow the State's highway safety guidelines when they drive, ride, or walk. MDOT's mission specifies the agency is "a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions." Recent increases in traffic-related deaths prompted the Secretary to announce the pledge and to make sure that traffic safety starts at home among the individuals working for MDOT. That is why he urged every employee to lead by example and demonstrate safety behavior by following some simple, common sense rules:

- Have a safe and sober ride ... a designated driver, cab, ride share, or public transportation.
- Park the phone before you drive. Distractions lead to more than 28,000 injuries per year in Maryland.
- Always buckle up! It's the single most important way to save your life in a crash.
- Adapt your driving. Leave a little early. You won't feel the need to speed or drive aggressively.
- Look twice for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.
- Use crosswalks and bike lanes. Be visible on the road.
- Move over when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.

The reason for the initiative is the increase in traffic fatalities in Maryland from 522 in 2016 to 547 in 2017. MDOT would like each and every Maryland citizen to accept this challenge as well, and follow the rules above when traveling on Maryland roadways. For more information, see the safety pledge at <https://www.surveymonkey.com/r/MDOTsafetypledge>.

Local Road Plans Address Traffic Crashes Where They Happen

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by the MDOT SHA and MDOT Motor Vehicle Administration's (MVA) Highway Safety Office, which is the lead agency for the State's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, state, local, and private sector safety stakeholders, the plan establishes statewide goals and critical emphasis areas. As an outgrowth of this initiative, many local communities are developing local road safety plans using the SHSP as a guide. The Federal Highway Administration (FHWA) has designated this program as a proven countermeasure because it tailors solutions to local issues and needs. Secretary Rahn sent a letter to all county officials in the State urging them to take on this effort and help build "a culture of safety" in Maryland. So far, two counties (Prince George's and Washington) have fully completed plans with two more nearing completion by the end of 2018 (Harford and Cecil). Thirteen other jurisdictions have expressed interest. Montgomery County has a Vision Zero Action Plan.

Maryland's Transportation Long Range Plan and Project Selection



The Maryland Transportation Plan (MTP) establishes a 20-year vision for transportation in the State and provides policy direction through statewide multimodal goals and objectives. The MTP outlines the State's overarching transportation priorities and helps define transportation decision-making within this larger context. In turn, the MTP guides the development of the CTP, which identifies specific road, bridge, transit, aviation, port, pedestrian and bikeway projects that will be funded over the next six years, following specific goals, objectives, and strategies. Maryland's transportation business units use the MTP to guide plans, policies and priorities throughout the State.

The MTP is also used to develop performance measures to assess how effectively the Department is performing its mission. The 2040 MTP will include a system performance report that will describe MDOT's targets for safety, freight, bridges, and transit asset management. MDOT updates the MTP every five years to address current and future transportation challenges and conditions. The MTP is updated through extensive consultation and coordination with State, regional and local government stakeholders and outreach to Maryland's citizens. Between August 2017 and August 2018, the Department conducted outreach to Maryland's citizens, agencies, and interested organizations to update this long-range vision through surveys, web updates, presentations, videos and email blasts. The MTP goals are to:

- Ensure a Safe, Secure, and Resilient Transportation System – Enhance the safety and security of Maryland's multimodal transportation system and provide a transportation system that is resilient to natural or man-made hazards;
- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System – Preserve, maintain, and modernize the State's existing transportation infrastructure and assets;
- Improve the Quality and Efficiency of the Transportation System to enhance the customer experience – Increase the use of technologies and operational improvements to enhance transportation services and communication to satisfy our customers;
- Provide Better Transportation Choices and Connections – Improve transportation connections to support alternative transportation options for the movement of people and goods;
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion - Invest in and pursue opportunities to promote system improvements that support economic development, reduce congestion, and improve the movement of people and goods;
- Ensure Environmental Protection and Sensitivity – Deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland's natural, historic, and cultural resources; and
- Promote Fiscal Responsibility – Ensure responsible investment and management of taxpayer resources to add value and deliver quality transportation improvements through performance based decision-making and innovative funding mechanisms and partnerships.

Your input into this long-range plan update has been critical in shaping the State's transportation vision and priorities. Please visit the MTP web site at: mdot.maryland.gov/MTP to find out more about the Maryland Transportation Plan. A draft plan will be available in the Fall of 2018 with a final plan completed by January 2019. Inquiries may be directed to 2019MTP@mdot.state.md.us.



Maryland's Bicycle and Pedestrian Master Plan (BPMP)

Maryland develops and regularly updates the Bicycle Pedestrian Master Plan (BPMP) in guiding the future growth of non-motorized transportation throughout the State. The BPMP establishes a 20-year vision for bicycling and walking as an integral part of Maryland's transportation system. Along with the Maryland Transportation Plan (MTP), the BPMP is updated every five years and shares similar goals—transportation choice, multimodal connectivity, safety, equitable and innovative planning and analysis, and economic development. The plan also serves as a guide for local and regional partners on issues related to bicycle and pedestrian policy, accessibility, planning, and investment strategies. Following a year-long process involving data assessments and collection, and including input from a series of public and stakeholder meetings, and regional workshops, a plan is currently being reviewed and key initiatives refined. A draft of the plan is expected to be released in the Fall of 2018. The final version is to be completed in January of 2019. For more information, please visit the BPMP website at http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bike_Ped_Plan_Update.html.

Consolidated Transportation Program (CTP)

The CTP is Maryland's six-year capital budget for transportation projects. The CTP includes major and minor transportation projects for the Secretary's Office and MDOT's business units. MDOT works together with residents, businesses, local jurisdictions, and local and state elected officials to include projects in the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State.

The CTP takes nearly a full year to create through the collaboration and work of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority project(s) to the Department by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. To ensure that every dollar available for transportation in Maryland is spent efficiently, MDOT employs a strategic decision making process, using established priorities and criteria to prioritize programs and projects under consideration for inclusion in the CTP. The full CTP is located at: ctp.maryland.gov.





CTP Development

MDOT uses the following criteria to identify projects and programs that align with the State's transportation priorities. These criteria include:

- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports the Department's mission, program priorities and Maryland Transportation Plan (MTP) goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports State plans and objectives;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).

CTP Coordination and Input

The majority of formal local and public input is provided through “county priority letters” and input received during the annual county tour, where the Secretary of Transportation visits each of the counties and Baltimore City to present the draft CTP. MDOT requests that counties submit their priority letters on or around the first of April each year. Priority letters should be endorsed by the commissioner's/council (and/or county executive), as well as the local legislative delegation. Input is also received from the MPOs, generally through the content of their constrained long range transportation plans. In addition, the Department of Budget and Management provides recommendations on the final program to the Secretary in early December as a part of the budget process.





MDOT SHA – Ensuring Quality Road Construction

MDOT SHA has 524 active construction projects underway totaling \$3.95 billion. The MDOT SHA continues to advance the recent Governor Hogan Traffic Relief Plan projects, including:

- \$7.6 billion public-private partnership to add managed lanes to I-495 and I-270 (Montgomery, Prince George's, Frederick Counties);
- \$251 million to convert the shoulder to a travel lane on I-695 from I-70 to MD 43 and upgrade the I-695/I-70 interchange (Baltimore County); and
- \$50.3 million to implement Smart Signals statewide.



Other major project efforts with the total estimated cost include:

- \$119.7 million for the new I-270 interchange at Watkins Mill Road (Montgomery County);
- \$112.1 million innovative project to reduce congestion on I-270 (Frederick and Montgomery Counties);
- \$47.6 million to construct a two-lane roadway along MD 97 around Brookeville (Montgomery County);
- \$61.6 million US 219 realignment project north of I-68 (Garrett County);
- \$131.5 million interchange at MD 4 and Suitland Parkway (Prince George's County);
- \$55.9 million interchange at MD 5 and Brandywine Road (Prince George's County);
- \$105 million widening project along the I-695 Southwest Outer Loop (Baltimore County);
- \$18.3 million MD 140 widening project at Painter's Mill Road (Baltimore County);
- \$47.2 million widening project along MD 2/4 from Fox Run Boulevard to MD 231 (Calvert County);
- \$30.8 million MD 30 Business (Main Street) reconstruction project in Hampstead (Carroll County);
- \$26.2 million widening project at MD 5 to Point Lookout State Park (St. Mary's County);
- \$20.1 million widening project along MD 175 from Disney Road to Reese Road (Anne Arundel County);
- \$24.3 million for a final phase of intersection improvements at US 40 and MD 7/MD 159 (Harford County);
- \$86.5 million reconstruction of the MD 85/I-270 interchange (Frederick County);
- \$100.8 million I-81 widening from US 11 in West Virginia to MD 63/MD 68 in Maryland including the replacement of the dual bridges over the Potomac River;
- \$81 million final phase of the US 113 widening project (Worcester County); and
- \$125.4 million to widen MD 32 from Linden Church Road to I-70 (Howard County).

Over the past year, MDOT SHA has completed projects to improve safety and operations throughout the State of Maryland, including:

- \$157.8 million widening MD 404 from US 50 to MD 309 and West of Hillsboro Road to Holly Road in record time (Caroline, Queen Anne's, and Talbot Counties);
- \$25 million US 50 Severn River Bridge adding a fourth lane eastbound (Anne Arundel County);
- \$28.2 million replacement of the I-695 Bridge over Milford Mill Road (Baltimore County);
- \$34.6 million widening of I-695 from MD 41 to MD 147 to create a continuous auxiliary lane between the interchanges. The project also included the replacement of the Old Harford Road Bridge (Baltimore County);
- \$65.3 million replacement of the MD 331 Dover Bridge over the Choptank River (Caroline and Talbot Counties);
- \$20.9 million intersection improvement at MD 22 and MD 462 (Harford County);
- \$26.5 million bicycle and pedestrian improvements along MD 4 from Forestville Road to MD 468 (Prince George's County);
- \$49.7 million new interchange at US 301 and MD 304 (Queen Anne's County); and
- \$52.5 million widening of US 113 from Massey Branch to Five Mile Branch (Worcester County).

Thanks to practical design and innovative project delivery, MDOT SHA is able to deliver more projects for Marylanders using existing resources. MDOT SHA is increasingly using an innovative cost plus time approach, known as A+B bidding. The A+B bidding considers both the cost and the time to build the improvements to determine the award of a project. This approach minimizes impacts to the traveling public, ensures safety considerations are addressed, and delivers improvements for capacity and economic development faster than a traditional award based solely on low bidding thereby providing better value to the public. The MDOT SHA is also using the Design-Build project delivery method to allow faster project delivery through overlapping design and construction, which results in cost and time savings. The widening of MD 404 on the Eastern Shore used this method.

MDOT MTA – Improving the Journey Through Transit

BaltimoreLink

Launched in June 2017, the BaltimoreLink network provides more people with faster and more reliable access to transit, jobs, and services in the region. Since MDOT Maryland Transit Administration (MTA) launched BaltimoreLink, on-time performance has dramatically improved from 59.5 percent in Fall 2016 to 68 percent in May 2018 – a 14.4 percent improvement. Additionally, MDOT MTA has launched a partnership with the Transit app, which allows customers to receive highly accurate location and arrival information for CityLink, LocalLink, and Express BusLink in the BaltimoreLink fleet. To learn more about Transit app, visit mta.maryland.gov/transit. In partnership with Baltimore City, more than 5.5 miles of dedicated lanes were installed and have improved travel times by up to 25 percent. Transit signal priority sensors on the entire bus fleet and at nearly 50 intersections are improving travel times up to 22 percent. The bus system is safer than ever. Despite providing over 300,000 miles of additional service there have been 20 percent fewer accidents than under the previous system. To learn more about BaltimoreLink, visit baltimorelink.com.





Purple Line

Construction is now underway along the entire 16-mile light rail corridor. Since the project broke ground in August 2017, utility relocation, earthwork, and tunnel excavation have been ongoing. Light rail vehicle production is also underway. MDOT officials signed the \$5.6 billion public-private partnership contract in April 2016 with the Purple Line Transit Partners to design, build, finance, operate, and maintain the light rail system. The Purple Line will run east-west inside the Capital Beltway, with 21 stations connecting to: Metrorail's Orange, Green, and Red lines; the MARC Brunswick, Camden, and Penn lines; and Amtrak at New Carrollton. For more information, visit purplelinemd.com.

Fleet Improvements

MDOT MTA's revenue vehicles are being replaced and overhauled to improve the customer experience with more comfortable, reliable vehicles. MDOT MTA recently purchased 140 clean diesel buses and ensured long-term commitment through a five-year replacement contract. Metro Subway Line vehicles will be replaced starting in the next few years and Light Rail Line vehicles are undergoing a comprehensive overhaul now. Mobility Line vehicles continue to be replaced. MARC received eight locomotives in 2018 and is overhauling 63 of the passenger cars.

MDOT MAA – Serving Customer Needs, Improving Facilities, and Protecting the Environment

In 2017, a record 26.3 million passengers flew through BWI Marshall Airport – 1.4 million more than 2016. Now the 22nd busiest airport in the U.S., and the busiest in the Washington-Baltimore region, the MDOT Maryland Aviation Administration (MDOT MAA) continues to improve facilities and passenger amenities at BWI Marshall Airport. Following the installation of a new International Checked Baggage Inspection System in 2017, a six-gate expansion of the International Concourse will open to the public in Fall 2018.



To accommodate the approximate 60 percent growth in air cargo activity at BWI Marshall Airport over the last year, a fast-track construction project expanded the Midfield Cargo Apron with six new aircraft parking positions that allowed for a new carrier to begin service in time for peak 2017 holiday season demand. With support from the Maryland Department of the Environment (MDE), MDOT MAA procured 20 new articulated Shuttle Buses powered by Compressed Natural Gas (CNG) for transportation between the BWI Marshall Airport terminal and the Consolidated Rental Car Facility. For those travelers seeking the highest level of convenience, “concierge style” valet parking was launched in the Hourly Garage in early 2018. All these projects continue to make BWI Marshall Airport “The Easy Come, Easy Go Gateway to the Baltimore-Washington Region.”

BWI Marshall Airport is a major economic development and transportation resource for the State of Maryland and the entire National Capital region. In January 2018, Governor Larry Hogan announced a new economic impact report which revealed that BWI Marshall Airport produces a total economic impact of \$9.3 billion. The Airport and visitors support 106,000 jobs throughout the region. In 2017, MDOT MAA also contributed more than \$4.1 million to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions, and environmental compliance activities. This investment leveraged over \$17.7 million in matching Federal Aviation Administration funds, a 36 percent larger share than in 2016.

MDTA – Reducing Tolls and Fees Delivers Nice Bridge and Expanded I-95 ETLs

Fulfilling Governor Hogan’s promise to lower tolls and fees, Maryland drivers have saved \$186 million due to reductions in tolls and fees since 2015. This includes more than \$122 million in savings at the Bay Bridge, on the I-95 Express Toll Lanes (ETL), and on the Intercounty Connector (ICC). During this time, traffic on the ICC has grown by 44 percent and traffic on the I-95 ETLs has more than doubled. On Nov. 21, 2016, Governor Hogan announced \$765 million in funding for construction to replace the 77-year old Nice Bridge. The practical design of the project saved MDTA \$200 million. Officials recently advertised a design-build project and anticipate starting construction in 2020 and opening the new wider and safer bridge in early 2023, which will be built north of and parallel to the existing bridge with two lanes of traffic in each direction.



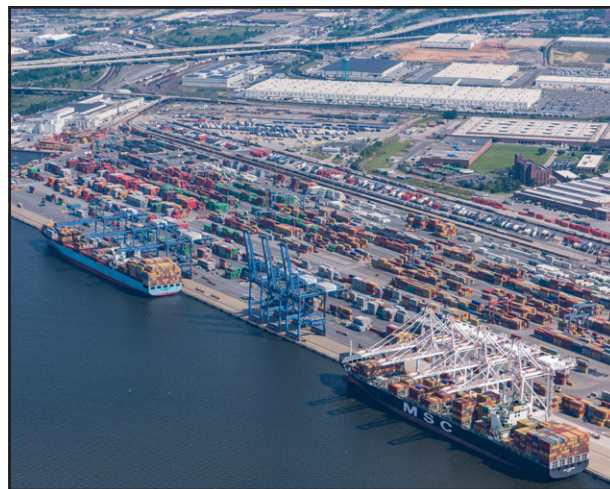
On Aug. 30, 2016, Governor Hogan announced the start of the \$5 million Tier 1 National Environmental Policy Act study, which will identify a preferred corridor alternative and evaluate financial feasibility for a new Chesapeake Bay crossing. The study began in Fall 2016 and will take up to 48 months to complete.

In advance of the I-895 bridge project, MDTA has been reconfiguring travel lanes on a four-mile stretch of I-95 north of the Fort McHenry Tunnel. Once complete by Summer 2018, the \$49.4 million project will expand I-95 from three lanes and merge lanes to four continuous lanes between the tunnel and Moravia Road, allowing for better traffic movement in this heavily traveled corridor and making it a much more viable alternate route. The MDTA also began the \$24 million project to rehabilitate the Curtis Creek Drawbridge in December 2017. Lanes are expected to reopen in November 2018, prior to the start of the I-895 bridge project.



MDOT MPA – A Leading Economic Engine that is Breaking Cargo Records

The MDOT Maryland Port Administration (MDOT MPA) is ensuring Maryland is “Open for Business” by continuing to break cargo records throughout 2018, and maintaining its role as one of Maryland’s top economic generators. In 2017, the Port’s public and private marine terminals handled 38.4 million tons of cargo. This was the most since 1979 and the third-highest tonnage in its history. Through May 2018, general cargo at the State-owned public marine terminals are 5.3 percent ahead of the same period in 2017. If this trend continues, it will be the third consecutive year the State-owned terminals handled more than 10 million tons of general cargo. Since welcoming its first supersized container ship from the newly expanded Panama Canal in Summer 2016, the Port of Baltimore has had strong growth in containers. The Port of Baltimore is one of only a few U.S. east coast ports with the necessary 50-foot deep channel to handle large vessels. Since welcoming that first large ship in 2016, the Port of Baltimore has seen a 14 percent increase in its container business. The Port of Baltimore set a record in 2017 by handling 807,194 cars and light trucks. It was the first time the Port surpassed 800,000 cars/light trucks and the seventh consecutive year handling more of that cargo commodity than any other U.S. port. The trend for 2018 continues to be higher than previous years.



The Port of Baltimore’s cruise business continues to be a popular choice with mid-Atlantic cruisers. In 2017, more than 210,000 people sailed on a cruise from Baltimore. With year-round cruises to the Bahamas, Bermuda, and Caribbean offered by Carnival and Royal Caribbean, the Port of Baltimore continues to offer cruise passengers plenty of different vacations of a lifetime. The Port of Baltimore’s cruise terminal, operated by the MDOT MPA, has undergone renovations that include new carpeting, restrooms, a “VIP” lounge, ticketing kiosks and a public-address system. Exterior improvements include signage, new entrance gate and vehicular circulation. Passengers returning from their cruise are also now provided a sitting area in a new comfort trailer with vending machines while they wait for their pickup transportation.

Aside from its cargo and cruise responsibilities, the Port of Baltimore has also proven to be environmentally responsible. The MDOT MPA is committed to being a good environmental steward. Its award-winning and nationally renowned dredging program has rebuilt eroded islands in Maryland using sediment removed from channels leading to the Port of Baltimore. There are also green initiatives on the marine terminals that are reducing our carbon footprint. One of these green initiatives, the Port’s dray truck replacement program, has resulted in 172 older dray trucks being replaced with newer, cleaner-running engines. The MDOT MPA’s green efforts led to the selection of the Port of Baltimore as the first North American host of the 2018 GreenPort Congress in 2018.

MDOT MVA – Delivering Convenience to Customers, Truckers, and Boaters

Under Governor Hogan's leadership and in an effort to continue to offer premier customer service as noted in the Governor's Customer Service Plan, the MDOT Motor Vehicle Administration (MDOT MVA) reduced wait times over the last several years. As of June 2018, the average statewide customer wait time is 16.9 minutes, which is a 40 percent reduction from 2014. MDOT MVA has generated many of the enhancements that support a wait time reduction through employee ideas about how to deliver better customer service. We are engaging all employees at MDOT MVA to bring the best ideas to improve the service we provide every day. Through the launch of our "New Way to MVA" campaign, we have made numerous services conveniently available online that customers typically come into a branch to complete.

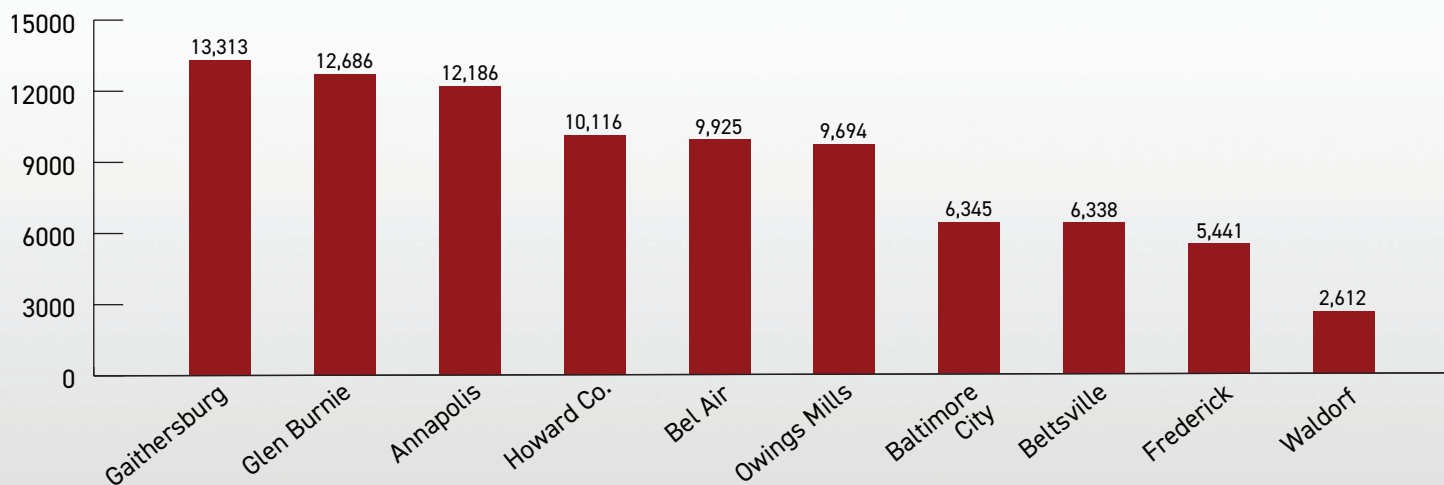


Kiosk usage is one of the alternative service delivery methods. The Vehicle Emissions Inspection Program (VEIP) usage at kiosks have been continually increasing. Governor Hogan reduced the fees for VEIP self-service kiosk by \$4 [February 2016]. Since then, MDOT MVA has added an additional kiosk, developed user-friendly screens and offered staffing on weekends at some of the kiosk locations to support customers. There are a total of 10 VEIP kiosks across the State and since inception the total usage has grown to over 3,000 tests monthly.

In addition, MDOT MVA began offering Transportation Security Administration (TSA) Pre-Check and Transportation Worker Identification Credential (TWIC) cards, as well as Department of Natural Resources services at several MDOT MVA branch offices. In addition to boat registration, Charm Card Sales and EZ Pass devices are now sold through MDOT MVA's eStore. We are constantly looking for ways to save our customers valuable time. The goal of delivering premier customer service is at the heart of every decision we make at MDOT MVA.

FY18 Year End Completed Total Transactions				
	Kiosk	Web	Total	Start Date
EZ Pass	2,635	21,881	24,516	30-Sep-17
DNR	221	1,760	1,981	30-Sep-17
CharmCard	39	127	166	24-Mar-18

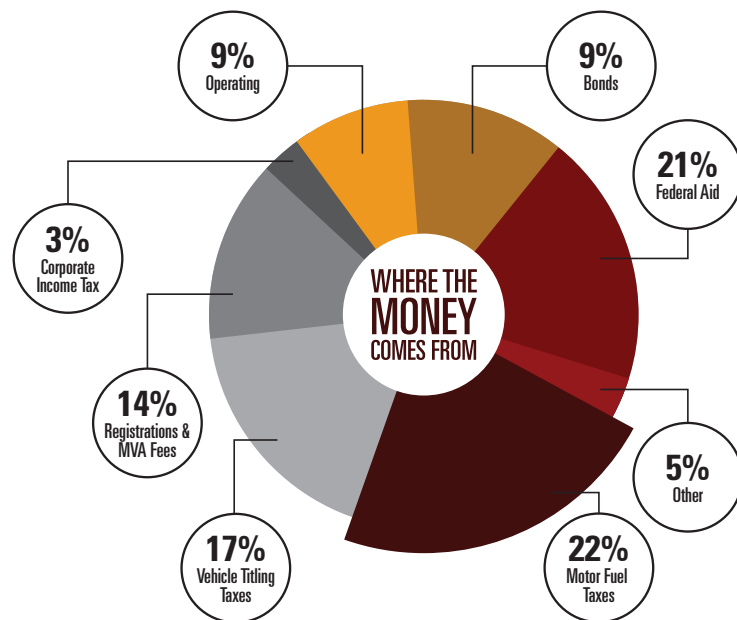
VEIP Kiosk Total Test (Aug 2015 to May 2018)



Where the Money Comes From

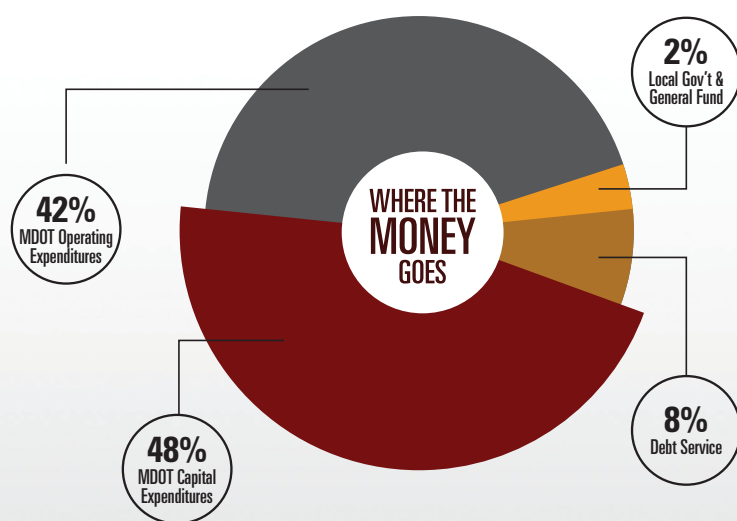
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation, known as the FAST Act, in December 2015, which provides investment in transportation infrastructure through FFY 2020.

Total projected Trust Fund revenues amount to \$30.4 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.



Where It Goes

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's Draft CTP, is the six-year capital budget for all State transportation projects. This Draft FY 2019 - FY 2024 CTP totals \$16.0 billion, \$14.1 billion of which comes through the Trust Fund and \$1.9 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.





MDOT Addresses Congestion Through Commuter Choice Maryland

Commuter Choice Maryland is MDOT's Travel Demand Management (TDM) program. Commuter Choice Maryland enables MDOT to address key goals, objectives, and strategies that will maximize traveler choices, and deliver transportation solutions and services that can reduce congestion, conserve energy, protect the environment, and facilitate economic opportunity. Commuter Choice Maryland promotes the use of public transportation, ridesharing, walking, biking, teleworking, and alternative work schedules, to enhance the quality of life for all Marylanders.

In 2018, MDOT began a process to revitalize the program, with the intent of expanding and enhancing delivery of workplace transportation assistance services and resources to employers, including a new website and updated resources and tools. New marketing strategies were developed to promote the use of transportation options during the heavily traveled rush hour periods that do not involve single vehicle travel such as telework, alternative work schedules, and ridesharing. The program also promoted the Maryland Commuter Tax Credit to businesses. MDOT continues to seek and identify opportunities that support TDM options and raise awareness of their availability to commuters and employers. Please visit the Commuter Choice Maryland website for more information at CommuterChoiceMaryland.com.

Discretionary Grant Opportunity and Coordination

The U.S. Department of Transportation (U.S. DOT) and other federal agencies often provide opportunities to apply for discretionary grants. Occasionally these are limited to State agencies, but are more often open to regional and local agencies as well. Discretionary grants differ from federal formula funding because they are competitive in nature and the applicant must meet eligibility criteria. Some examples of discretionary funding include the Better Utilizing Investments to Leverage Development (BUILD) Grant program, formerly the Transportation Investment Generating Economic Recovery (TIGER) grant program, as well as the Bus and Bus Facilities Grant Program, and the new Infrastructure for Rebuilding America (INFRA) grant program, previously the FAST LANE grant program. MDOT pursues these discretionary grant opportunities and partners with local jurisdictions when feasible. To be competitive throughout the grant application process, all partnering entities must provide resources toward the application and the project. If a local jurisdiction is looking to partner with MDOT or seeking MDOT support, it is essential to coordinate early with MDOT, The Secretary's Office of Planning and Capital Programming.





Transportation System Performance

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are to do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP;
- Establish performance indicators that quantify achievement of these objectives; and
- Set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between The Secretary's Office, the transportation business units, and, every five years with an AR Advisory Committee. The performance measures were updated this year, in the spring of 2018, with the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR documents show how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to their transportation system.

Since 1996, MDOT has also participated in the State's Managing for Results (MFR) effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in State government programs.

Through coordination with Metropolitan Planning Organizations (MPOs) and adjacent state DOTs, MDOT developed baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures:

- Pavement condition of the Interstate System and on the remainder of the National Highway System (NHS).
- Travel time reliability on the Interstate System and the remainder of the NHS.
- Bridge condition on the NHS.
- Fatalities and serious injuries (both number and rate per vehicle miles traveled) on all public roads.
- Traffic congestion.
- On-road mobile source emissions.
- Reliability of truck travel time on the Interstate System.

MDOT will continue to work with the U.S. DOT, the regional MPOs, and other stakeholders to respond to these new requirements now that the final regulations and guidance have been issued to ensure we demonstrate the effectiveness of MDOT's programs.

Finally, MDOT is internally assessing its performance in meeting customer needs through the quarterly MDOT Excellerator Performance Management System. The program is a living, evolving performance process that is in a constant state of evaluation, analysis and action. MDOT reports quarterly on performance results and uses the process to drive daily business decisions.